2. The question of water-supply to Alleppey has, as you know, been engaging my attention ever since my visit to Alleppey. The question is beset with many problems. Do what you will, you get nothing but brackish water at Alleppey; deep boring will yield nothing but brackish water. Wells that have been deep sunk have yielded nothing better. The only solution there is to seek your water elsewhere. I think Pallaturutti is the most likely source. However, I may tell you now that I am endeavouring to secure the services, for a short time, of an expert in the matter of water supply schemes. If I can secure his services, I hope to have the question of Alleppey water-supply also examined soon.

3. As to placing the canals in the charge of the municipality, that, I think, is not a matter which the Government can assent to ; it is something more than a municipal concern.

4. All the other points of your representation will receive attention.

131. Improvement of facilities for trade at Alleppey.

MR. V. OOMMEN JACOB (*Member, Trading Classes, Alleppey*) made the following suggestions for the development of trade at Alleppey and requested that they should be carried out soon.

(*a*) Construction of at least three very large godowns at the beach for the purpose of enabling merchants to stock goods before shipment and also to stock goods that are landed.

(*b*) Construction of a wharf and the provision of godown accommodation at the western end of the Commercial Canal near the recreation ground and connecting the same by means of rails with the pier.

(*c*) Construction of a dock near the hospital, for the mooring of sea-boats during bad weather.

(*d*) Provision of a steam tug to tow sea-boats.

(*e*) Construction of three foot bridges (besides the one proposed near Chunkam) across the Commercial Canal at convenient distances.

(*f*) A Commercial Intelligence Bureau should be attached to the local Assistant Excise Commissioner's Office.

(*g*) Completion of the Alleppey-Quilon road so as to make it fit for motor-traffic.

132. Suggestions for the general improvement of Alleppey.

MR. V. OOMMEN JACOB (*Member, Trading Classes, Alleppey*) represented that, though Alleppey was the commercial metropolis of the State and its trade was increasing day by day, the roads were in a miserable condition. The municipality had no funds to maintain them in a better condition, and some arrangement should be made in the matter of funds.

The canals which served a very important function at Alleppey were getting silted up where reinforced concrete works had not been done. Damage to adjacent roads was also caused often. Reinforced concrete works should be undertaken in the remaining places, and the maintenance works should be more carefully attended to.

The small lanes and paths in the town should be improved, widened and metalled. The Municipality wanted the works to be done by the Government as they were original works, while the Government regarded them as a purely municipal concern. The Government should issue definite orders for the work being done by the proper agency.

The two bridges at Chunkam were in a damaged condition and should be repaired immediately. A new bridge should be constructed across the main canal. A foot-bridge would suffice. Two bridges were also necessary across the Vadattodu, one near the Government timber depot and the other at the present Vazhichery ferry.

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The town was unhealthy and the population was gradually moving to the suburbs. The outlying parts should therefore be connected with the town by a system of metalled roads. The Tiruvampadi-Pulayanvazhi beach road and the Arattuvazhi-Tondankulangara beach road should be taken up immediately and completed in three years.

The roads connecting Alleppey with Shertallai and Haripad were making only very slow progress. The Madayan *todu* extension should be completed without delay.

DEWAN'S REPLY : Mr. Oommen Jacob, I shall now reply to your two subjects. In the matter of roads in the Alleppey Town, may I suggest that you take your prayers and solicitations to your city fathers ?

2. In the matter of the sea end of the Commercial Canal, steps have already been taken for its improvement so as to afford better facilities to shippers and merchants. The Chief Engineer has sent up an estimate and that is under scrutiny. After it has been scrutinized, if we have something like Rs 64,000, we shall get on with the work soon.

3. Then you take up the question of the Alleppey-Quilon road. That is all but complete and ready for cart traffic and motor traffic—all except one mile near Ambalapuzha which too the Chief Engineer is trying to get done quickly.

4. The question of providing a basin for sea-boats is being considered by me. But I cannot say whether the work could be got done this year because it is likely to prove a very costly business.

5. The other points mentioned by you will all receive consideration.

133. Needs of Changanachery taluk. Group I.

MR. ERAVI GOVINDAN (*Member, Changanachery tauk, Group I*) prayed that the experimental Anchal office at Vazhur should be made permanent. It was established about ten years ago, and now the expenditure was more than covered by the receipts. The Anchal office at Kuppakayam which was more recent and had not much revenue had been made a departmental office. Co-operative societies, etc. were inconvenienced as they had now to resort to the Anchal office at Ponkunnam, eight miles away, for doing Savings Bank business.

A police station should be established at Vazhur. The Karukachal station is sixteen miles distant from certain places in the Vazhur *pakuthi* under its jurisdiction. Crime was on the increase in the area, as there was no station for the 18 miles between Karukachal and Kanjirapalli. Vazhur lay mid-way, and was a place rapidly growing in importance.

It is necessary to construct a bridge across the Mulaiplakkal *todu* at the 7th mile of the Kanjirapalli-Manimala road. Traffic along this road was very considerable, and the work was begun nearly quarter of a century ago. Till 1908, when a revised estimate for Rs 31,000 was prepared, something like Rs. 4,000 had been spent. Subsequently nothing, however, was done and all that remained were the relics of the foundation.

Bridges and culverts should be constructed on the road connecting the 17th mile of the Kottayam-Kumili road with the 7th mile of the Manimala-Kanjirapalli road. The road was 6 miles long, 4 miles of which had been surrendered by the people free of compensation.

Changanachery taluk had now only a Munsiff-Magistrate at Kanjirapalli, the eastern extremity of the taluk. The Munsiff at Changanachery was proposed to be given magisterial powers, in which case, the people living in the western portions of the taluk would also be benefited. But the people in the central portions of the taluk were still in the same condition. The establishment of a Magistrate's court at Karukachal, a central place, would afford convenience to those people.

The criminal jurisidiction over the *pakuthies* of Vazhur and Vellavur should be vested in the Kanjirapalli Magistrate. This arrangement obtained till the Kanjirapalli *pakuthi* was added on to the Peermade taluk but was not revived when Kanjirapalli was again included in the Changanachery taluk.

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